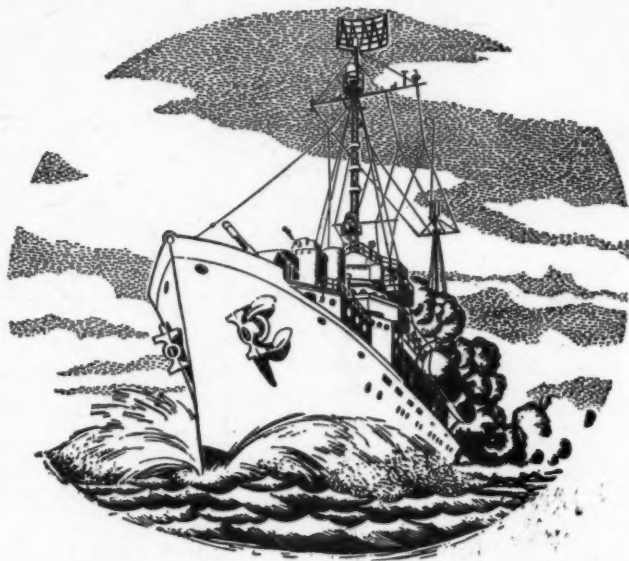


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GENERAL INFORMATION

# U.S. COAST GUARD



# BULLETIN



**JULY 1952**

**VOLUME 8**

**CG 134**

**NUMBER 1**

**The Printing of This Publication Has Been  
Approved by the Director of the Bureau  
of the Budget, 23 September 1949**

**Distribution (SDL No. 50) :**

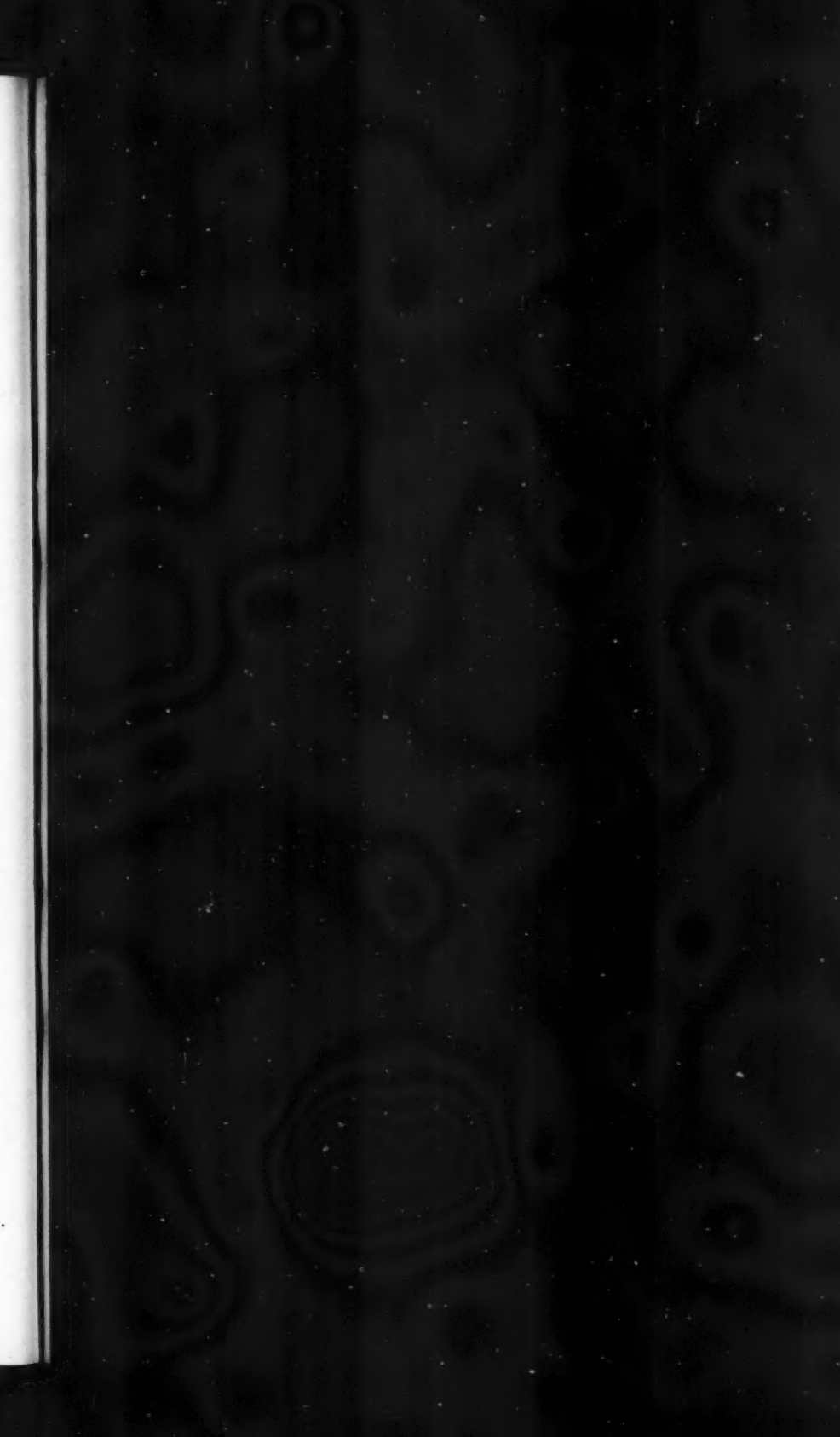
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**B : c (20 ea) ; f, g (7 ea) ; e, h, i, l (5 ea) ; j (3 ea) ; d, k (2 ea) ; remainder (1 ea).**

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# U.S. COAST GUARD BULLETIN...



Washington, D. C.—July 1952

## Institute Serves 50,000 Coast Guardsman *Begun in 1928 by the Late ADM Russell R. Waesche*

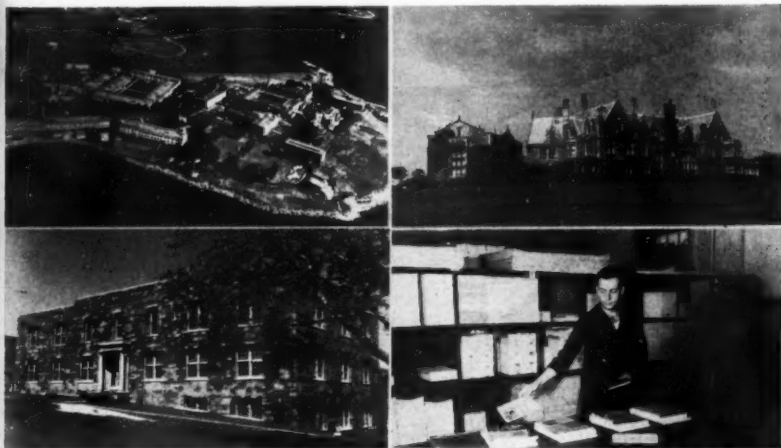
The 50,000th regular Coast Guard student received a course of instruction from the Institute at Groton during April. He was Herbert Moscowitz, SA, who received the correspondence course for Hospitalman. Moscowitz is attached to the Port Security Unit at Philadelphia.

As they have done for so many, the texts of this course will assist him in preparing for the many types of medical duties required of a Hospitalman. First aid procedures—treating hemorrhage, shock, and general principles of quick assist-

ance—will give him valuable help.

In addition to the courses issued to regular members of the service, the Institute has issued courses to 49,805 Reservists, to 9,449 SPARS, to 2,200 Auxiliaries, and to 3,800 members of the other armed forces who study through the U. S. Armed Forces Institute.

Second oldest (1928) off-duty educational center in the Armed Forces, the agency was founded on the recommendation of the late ADM Russell R. Waesche. Its first director was RADM William T. Stromberg.



**THE COAST GUARD INSTITUTE.** (Upper left) General view of the Institute and Groton Training Station. Institute buildings are at far right. (Upper right) Institute Administration building which also contains quarters for the CO of both Institute and Training Station. Building at extreme left is devoted to other quarters. (Lower left) Main Institute building. (Lower right) Preparing courses for mailing.

The Institute began at Fort Trumbull in New London. In 1940 when the Groton Training Station was in the process of building, a special unit was planned for the exclusive housing of the Institute's activities, complete with book storerooms, print shop, and workrooms. Today it is housed in the grand plant estate given the Coast Guard during the last war.

First course established was for radio-men. Rapidly the number of other subjects came into being, until upon the eve of the late war, the curriculum included courses for boatswain's mates, quarter-masters, yeomen, gunner's mates, machinist's mates, electrician's mates, ship's cooks and pharmacists' mates.

Today there are 87 rating and general service courses of self-instruction ready at the Institute for all Coast Guardsmen wherever they may be stationed.

Administration and production of the courses is in charge of commissioned officers, warrant officers and enlisted men drawn from the breadth of the service for a tour of duty at the Institute. Eight officers and 51 enlisted men are now assigned to duty there.

Present director is CAPT Kenneth P. Maley while his assistant is LCDR Frank C. Schmitz.

## Ice Patrol Secures; Light Ice Condition Found

Because of an unusually light ice condition prevailing in the North Atlantic ocean this season, the International Ice Patrol for 1952 ended on June 16.

The condition necessitated only aerial reconnaissance by two long range PB1G. Two surface ships—the *Acushnet* and *Androscoggin*—stood by for duty but their services were not needed.

As usual the *Evergreen* conducted oceanographic surveys during the patrol season.

A flight operations report by D. H. R. Fraser, ADC (AP) of the Coast Guard Air Station at Brooklyn told of spotting two becalmed 24-foot sloops 3 miles from South Charlotte Amalie Harbor entrance with the menace of a thunderstorm approaching the position.

A few minutes later the HO3S type service helicopter had been maneuvered down astern of the sloops by Fraser and began propelling them at good speed into the protection of the harbor by using the rotor blast upon the vessels' sails. Entire operation took only 22 minutes.



**ABOVE ARE ONLY PART** of the nearly 100 boats of the CG Auxiliary in the Puget Sound area that were reviewed recently on Seattle's Lake Washington by RADM N. H. Leslie, Thirteenth District Commander. RADM Leslie, CAPT W. J. Austermann, 13CGD chief of staff, and other members of the Admiral's staff, took the review from the deck of the 105-foot yacht *Eudora*, flagship of Auxiliary Flotilla 29 in Seattle. The Auxiliary boats passed in a line 3 miles long, and then moored in flanks to the CGC 83378, which stood by for the review. Members of Auxiliary Flotilla 75 from Portland, Oreg., an all-aircraft unit of the Auxiliary, performed flyovers as the line of boats maneuvered south of the Lake Washington Floating Bridge.

## 77 Ensigns Graduate in 76th Class

### Largest Peacetime Graduating Class

"As you go forward in the days ahead, the high standards and honorable tradition of the Coast Guard will help to sustain you in the trials of life," Assistant Secretary of the Treasury John S. Graham told the 77 Coast Guard Academy graduates at the seventy-sixth annual commencement ceremonies held 6 June.

He said that these high standards, "which will influence your lives and your philosophy of life in the years to come, not only are important to you, but, through you, add moral strength to our country as a whole."

Secretary Graham observed that he attended the 1949 graduation when the day's new ensigns were completing their first year at the Academy, and told the graduates they are becoming officers in one of the nation's armed forces at a time of grave challenge to the free world.

In conclusion, Secretary Graham said, "May the high standards and the honorable tradition of the Coast Guard serve to remind you of the greatness of the past and inspire you to make a sustained contribution to mankind in the future."

Mr. Graham was introduced by Secretary of the Treasury John W. Snyder. VADM Harry G. Hamlet, USCG, was grand marshal for the academic procession.

LCDR Thomas P. Ward, chaplain at the Training Station gave the invocation while CDR F. D. Hewitt, Jr., chaplain at the Academy, gave the benediction.

RADM Arthur G. Hall, Academy superintendent, gave a welcome address and conferred bachelor of science degrees in engineering on the graduates. VADM Merlin O'Neill, Commandant, spoke briefly, administered the oaths of office and commissioned the new officers.

Five of the annual graduating prizes were awarded to Calvin Buddy Early of Lima, Ohio. He received these awards:

The Alumni Association Prize—a \$200 Savings Bond for highest academic

standing for entire course of instruction; presented by RADM Ralph W. Dempwolf (Ret). Final average was 89.245; McAllister Engineering Prize—\$50 in cash and a certificate of award for proficiency in Engineering subjects by the American Bureau of Shipping as a memorial to the late CAPT Charles A. McAllister, USCG. Presented by RADM K. K. Cowart; National Woman's Relief Corps Prize—a \$100 Savings Bond for the highest standing in the law course. Presented by Mrs. Laura I. Smith, Past national president (final average, 93.12); National Society, Daughters of Founders and Patriots of America Prize—\$50 in cash for proficiency in Ordnance and Gunnery. Presented by Mrs. Charles P. Blinn, Jr., national president. (Final average, 93.475); Regular Veterans Association prize—\$50 Savings Bond for attaining highest proficiency in Mathematics. (Final average, 91.107); Thomas Newcomen Physics Prize—\$100 in cash. For highest proficiency in Physics. (Final average, 96.181.)

Other awards given and their recipients were:

Connecticut Daughters of the American Revolution Prize—\$50 in cash for highest standing in conduct for entire course. Presented to Cadet Robert C. Branham, Barboursville, Va.

Charles S. Root Prize—a set of drafting instruments given by Mrs. Root as a memorial to her husband, the late CAPT Charles S. Root, USCG. Presented to Cadet William J. Glass of Independence, Mo., whose final average is 91.08.

Coast Guard League Prize—a watch and life membership certificate for proficiency in navigation. Presented by National Vice Commander James E. Staudinger and awarded to Cadet David J. Linde of Hartford, Conn., whose final average was 86.415.

American Legion Prize—a watch for having excelled personally in athletics.

*Continued on page 10*



## 1951 Report of the Secretary of the Treasury The United States Coast Guard

### General

The impact of defense mobilization during the fiscal year 1951 was reflected in added operational demands for all phases of the peacetime missions of the Coast Guard. Safety measures in connection with vessels, cargoes, and waterfront facilities were greatly intensified. Port Security activities were resumed on a limited scale. The general programs of maritime law enforcement, saving of life and property at sea, navigational aids to maritime and transoceanic air commerce, and promotion of American merchant marine safety and efficiency were re-aligned to meet current conditions. The military readiness program of the Service was similarly adjusted. These extensions of regular Coast Guard functions were undertaken with minimum increases in personnel, facilities, and appropriations. In the absence of mobilization, use of the Reserve was limited and on a voluntary basis.

### Law Enforcement

Executive Order 10173 promulgated "Regulations Relating to the Safeguarding of Vessels, Harbors, Ports, and Waterfront Facilities of the United States," and directed the Coast Guard to institute a port security program to implement the regulations. Captains of the port, under the district commanders, were assigned responsibility for carrying out this program.

The increased enforcement activities of the year are reflected in the following statistics: number of boardings, 22,827; number of permits for loading or discharging explosives, 990; and tonnage of explosives covered by permits, 2,353,839.

In addition to the general enforcement of Federal laws on the high seas and territorial waters of the United States, the Coast Guard assisted those departments and agencies of the Government having primary responsibility for the en-

forcement of the Oil Pollution Act, anchorage regulations, laws relating to internal revenue, customs, immigration, quarantine, and the conservation and protection of wildlife and the fisheries. Full cooperation was extended to all Federal and to many State and municipal law enforcement agencies.

### Assistance Operations

In carrying out responsibilities with respect to the saving of life and property, the Service maintains an established organization of inshore and offshore surface rescue vessels, aircraft, lifeboat stations, and radio stations, together with rescue coordination centers in each Coast Guard district. The assistance rendered by stations, vessels, and aircraft during the year is indicated by the following statistics.

Number of assistance calls responded to.....	12,974
Number of instances of major assistance.....	5,275
Number of instances of minor assistance.....	4,469
Value of vessels and aircraft assisted (including cargo).....	\$403,382,286

### Administrative Reports

Lives saved or persons rescued from peril.....	4,996
Vessels refloated.....	1,035
Disabled vessels towed to port.....	5,882

The term "major assistance" signifies those cases where immediate danger is involved and which, without Coast Guard assistance, probably would result in death; serious injury to persons, aircraft, or vessels; shipwreck; or a great financial loss from damage to the craft. When Coast Guard aircraft are employed, "major assistance" includes open sea landings and take-offs under abnormally hazardous conditions. The dif-





**SWINGING DOWN CONSTITUTION AVENUE** with the Labor Department building as a backdrop, a company of recruits from the Receiving Center at Cape May are shown here participating in the Armed Forces day parade in Washington. LCDR Francis X. Riley is the company commander, and LTs J. F. Weaver and M. H. Twiford were platoon commanders. All are stationed at Cape May. Throughout the Nation, the Coast Guard participated in this celebration as one of the Armed forces of the Nation.

ference in the number of calls responded to and the number of instances of assistance represents those cases in which the Coast Guard responded but in which assistance was given by some other source, or was no longer needed or possible.

Important cases of assistance by the Coast Guard during the year included the rescue of a substantial number of the 407 persons saved when the S. S. *Mary Luckenbach* collided with the U. S. S. *Benevolence* in a fog off San Francisco, sinking the *Benevolence* in 15 minutes; salvage operations on the S. S. *Andrea F. Luckenbach* grounded on the north coast of the island of Kauai in the Hawaiian Islands; and the extinguishing of a fire aboard the U. S. S. *Valcour* and the rescue of some 40 men of the *Valcour's* crew from the water off Cape Henry after that vessel was in collision with the S. S. *Thomas Tracy*.

Effective use of aircraft by the Coast Guard included numerous cases of interception and escort of transoceanic passenger aircraft which were in diffi-

culty because of failure of one or more of their engines, and landing offshore for removal of seriously ill or injured persons from vessels at sea, including, in many cases, further transportation by Coast Guard helicopter to a hospital.

A considerable increase in assistance operations has resulted from the great increase in the number of American fishermen in the waters of the lower Gulf of Mexico and the Gulf of Campeche.

In collaboration with other Government agencies, the Red Cross, and local authorities, the Coast Guard rendered extensive assistance in evacuating persons and salvaging property during the floods which occurred in the valleys of the Chagin River and the upper Mississippi in the States of Iowa, Illinois, Mississippi, Minnesota, and Wisconsin.

Considerable assistance was rendered to marine commerce on the Great Lakes in the breaking of ice for the passage of vessels. Ice breaking operations were started on March 12, 1951, by the cutters *Mackinaw*, *Mesquite*, *Woodbine*, *Acacia*,

and *Woodrush*. The first commercial vessels traversed the Straits of Mackinaw on March 30. Ice breaking assistance was afforded in over 700 cases.

### International Ice Patrol

The postseason activities of the International Service for Study and Observation of Ice Conditions in the North Atlantic for the 1950 season continued into the fiscal year 1951. The U. S. C. G. C. *Evergreen* carried out an oceanographic survey program from July 7, 1950, to August 11, 1950, in the ocean area northerly from the Grand Banks to Baffin Bay.

The 1951 Ice Patrol season was inaugurated February 17, 1951, by aerial ice reconnaissance carried out by two long range aircraft operating from Argentia, Newfoundland. The flights continued until May 24, 1951, when it was determined that no seasonal ice menace existed to the recognized routes across the North Atlantic. The major feature of the 1951 season was the unprecedented lack of icebergs. For the second time the entire patrol was accomplished by aircraft alone. The U. S. C. G. C. *Evergreen* carried out the program for oceanographic surveys in the region of the Grand Banks, and plans were made for a postseason oceanographic cruise to the northward in furtherance of the study and observation of ice conditions in the North Atlantic.

### Bering Sea Patrol

The Bering Sea Patrol was continued this year. The purpose of the patrol is the protection of life and property; protection of the seal herds and other wild life; law enforcement and transportation of a floating court in the administration of justice; and the furnishing of medical and dental assistance to natives and others in remote localities in the areas contiguous to the Bering Sea and Arctic Ocean. The major part of this patrol was made by the U. S. C. G. C. *Northwind*. During the patrol, the *Northwind* cruised 14,716 miles, carried 65 passengers on missions in the interest of the general public, transported 40 tons of freight

for Government agencies, rendered assistance in 5 cases, rendered medical treatment to 309 persons, and dental treatment to 369 persons.

### Ocean Stations

The Coast Guard maintained 5% ocean stations in the North Atlantic during the year. One station is operated two-thirds of the time by the United States and one-third of the time by the Netherlands. By agreement, the United States has accepted the Canadian Government's responsibility for operating one-third of a station in the Atlantic, thus enabling the Canadian Government to discharge in the Pacific Ocean its full obligation for both the Pacific and Atlantic Oceans. The Coast Guard continued to operate three stations in the North Pacific. Ocean stations are maintained and operated for the purpose of providing search and rescue, communications, air navigation facilities, and meteorological services in the ocean areas regularly traversed by aircraft of the United States and of the contracting governments which were party to the agreement on the North Atlantic Ocean Weather Stations. While engaged in this duty, Coast Guard ships transmitted 52,280 weather reports, made 34,550 radio contacts with aircraft, rendered assistance to 60 cases, and cruised 683,708 miles.

### Aids to Navigation

On June 30, 1951, there were maintained 37,791 aids to navigation in the navigable waters of the United States, its Territories and possessions, and at overseas military bases. These aids consisted of many different devices, ranging from simple unlighted wooden spar buoys to light stations, lightships, and complex loran (electronic long-range aids to navigation) networks. During the year, 2,422 new aids were established and 2,333 aids were discontinued, resulting in an increase of 89. This increase was necessary to meet changes in requirements due principally to the establishment of aids to navigation for marking completed rivers and harbors improvements.

In addition to 8 loran stations in the United States, 25 others located in widely

separated and isolated localities (Greenland, Labrador, Newfoundland, Alaska, the Philippines, and the islands of the Pacific) provide navigators traversing the military and civil air and sea routes of the North Atlantic and Pacific Oceans with means for accurate and quick determination of their positions at all times, regardless of weather conditions.

### Marine Inspection and Safety Measures

Among the duties which the Coast Guard performed in promoting safety in the merchant marine and on navigable waters were approval of plans for the construction, repair, and alteration of vessels; approval of materials, equipment, and appliances, issuance of certificates of inspection; administration of load line requirements; licensing and certificating of officers, pilots, and seamen; investigation of marine casualties; enforcement of manning requirements, citizenship requirements, and requirements for the mustering and drilling of crews; control of logbooks; shipping, protection, and welfare of merchant seamen; promulgation and enforcement of rules for lights, signals, speed, steering, sailing, passing, anchorage, movement and towing of vessels, and of regulations governing the transportation of explosives and other dangerous cargoes aboard vessels; numbering of undocumented vessels; prescription and enforcement of regulations for outfitting and operation of motorboats; licensing of motorboat operators; and the regulation of regattas and marine parades.

A total of 12,912 plans covering the construction or material alteration of merchant vessels was examined for approval by the Coast Guard. Included among the vessels to which these plans applied were the S. S. *Independence* and the S. S. *Constitution*, 650-foot sister ships having accommodations for 1,000 passengers, which were completed and placed in service during the year.

Items of required safety equipment for use on merchant vessels were examined and tested, and 181 of those items were granted type approval. Among the items

considered was the specially designed lifesaving equipment for the S. S. *United States*, the largest passenger vessel ever built in this country. The lifeboats for this vessel have the most advanced design for fire resistance in that all wood has been eliminated from their construction. Factory inspections were made of 414,677 items of equipment.

The first major revision of the Tank Vessel Regulations since 1936 was completed during the year. This revision incorporates the most recent improvements for the safe operation of tank ships, including requirements for closed venting systems on vessels carrying highly inflammable cargoes, and requirements for the use of water spray nozzles in combating oil fires.

There were 2,427 marine casualties reported, of which 1,000 received detailed investigation. Of the casualties receiving detailed investigations, 27 were investigated by Marine Boards of Investigation. There were 333 lives lost in 117 marine casualties. The most serious casualties were the collisions between the tankers *Eso Greensboro* and *Eso Suez*, and between the freighter *Mary Luckenbach* and the hospital ship *Benevolence*. Three vessels of over 1,000 gross tons were lost as a result of marine casualties: the *Benevolence*, the steam dredge *Sandcraft*, and the S. S. *Andrea F. Luckenbach*. Only one passenger lost his life as a result of casualties on inspected and certificated vessels.

Five public hearings of the Merchant Marine Council were held regarding miscellaneous amendments to regulations dealing with marine engineering, transportation of dangerous cargo, lifesaving equipment, and the issuance of new regulations relative to the security of vessels and waterfront facilities. All written and oral comments, data, and suggestions received from private enterprise and industry were considered by the Council, and where possible these were incorporated in the amendments to the regulations.

The Merchant Marine Council Committee held 24 regular meetings and gave preliminary consideration to proposed

amendments to regulations, to proposed legislation affecting the merchant marine, and to other merchant marine matters submitted to the Commandant. Panels of consultants composed of outstanding representatives from industry assisted the committee in drafting amendments or new regulations.

To provide safety at sea, 8,000 copies of the monthly periodical PROCEEDINGS OF THE MERCHANT MARINE COUNCIL were published and distributed free each month to seamen, shipowners, operators, proctors in admiralty, and the various agencies of the Government affected by the merchant marine. This publication contained feature articles and statistics concerning matters of interest to the merchant marine, lessons from casualties occurring in the merchant marine, and advance notice regarding changes in regulations.

*Merchant marine personnel.*—The licensing and certificating of merchant marine personnel included the issue of a total of 91,591 documents, of which 22,453 were issued to men with no previous service in the merchant marine. In the interests of national defense, 315 individual waivers of manning requirements for merchant vessels were issued. Shipping commissioners supervised the execution of 14,532 sets of shipping articles.

Merchant Marine Investigating Units in major domestic ports and Merchant Marine Details in certain foreign ports continued to operate in the administration of discipline in the merchant marine as required by the act of February 28, 1871, as amended (46 U. S. C. 239). Merchant Marine Details operated in London, Antwerp, Bremerhaven, Naples, Trieste, and Piraeus throughout the year. A total of 7,026 investigations of cases involving negligence, incompetence, and misconduct were made, and as a result of these investigations, charges were preferred and hearings held by civilian examiners in 808 cases.

In compliance with the President's Executive Order 10173, a program of security clearance was begun for licensed

and certified personnel. A total of 207,194 merchant mariners were checked for security under this Executive order, and 92,154 merchant mariners' documents bearing evidence of security clearance were issued. A total of 967 security appeal hearings were granted to persons classed as poor security risks.

### Facilities and Equipment

*Floating units.*—On June 30, 1951, the floating units in active commission consisted of 181 cutters of various types, 58 patrol boats, 37 lightships, 42 harbor tugs, and 10 buoy boats. During the year these vessels cruised 2,742,949 miles in carrying out Coast Guard duties.

In addition to the larger floating units there were 171 motor lifeboats, 1,370 motorboats, and 2,024 nonpowered craft in operation aboard ships and at shore installations.

Armament changes, with emphasis on antisubmarine warfare, were completed on major vessels and on about 10 percent of the smaller vessels. Increased emphasis has been placed on operational training of units, and a new training plan for this purpose was about 50 percent implemented on June 30, 1951. A mobile training detachment has proved highly successful and additional similar units are planned.

*Shore establishments.*—Captain of the Port offices were established in 13 major ports. Under these offices, 15 operational port security units were activated.

Authorized shore units as of June 30, 1951, included 9 air stations, 12 bases, 41 depots, 170 lifeboat stations, 416 manned light stations, 83 light attendant stations, 38 loran transmitting stations, 49 marine inspection offices, 12 primary radio stations, 1 shipyard, 2 supply centers, 10 supply depots, 1 academy, 2 training stations, and 1 receiving center.

*Aircraft.*—During the year the Coast Guard operated 113 fixed and rotary wing aircraft deployed from 9 air stations and 10 air detachments. Air detachments beyond the continental limits were located at Argentina, Newfoundland; San

Juan, P. R.; Honolulu, T. H.; Guam, Marianas Islands; Sangley Point, Philippine Islands; Kodiak, Alaska; and Annette Island, Alaska.

During the year aircraft transported 22,224 pounds of mail and 551,271 pounds of freight in logistic support of Coast Guard shore units at isolated stations in the Western Pacific Area.

In carrying out the various Coast Guard duties, a total of 11,565 sorties were flown for a total of 31,386 hours.

**Communications.**—The Coast Guard maintains and operates an extensive communications system to provide for rapid, essential communications between its units. This includes the operation of rescue control centers which provide for liaison and coordinated communications with all rescue agencies using multiple circuits, both military and commercial.

The Navy NTX facilities and facilities of other Government agencies are used where available, to avoid duplication of Government facilities. Commercial landlines are also utilized, where available, augmented by Coast Guard-owned landlines and submarine cables to connect isolated units.

The facilities of Coast Guard Radio Washington (Alexandria) provide for direct communications with ocean station vessels in the North Atlantic. The Coast Guard radio station at San Francisco, Calif., handles communications with the Pacific Ocean station vessels. Strategically located primary, secondary, and base radio stations (aero) provide communications with cutters, patrol craft, and aircraft. These facilities are employed also for handling distress traffic and for broadcasting both routine and urgent marine information.

Isolated shore units having no landline facilities available are radio equipped. More important shore units are also radio equipped to provide for a casualty circuit in the event of landline failure.

**Surplus property.**—During the year, surplus property with an acquisition

value of \$352,000 was transferred to other Government agencies and \$409,000 was sold or donated to educational institutions, under General Services Administration Regulations.

**EDITOR'S NOTE:** The 1951 Report will conclude in the August BULLETIN.

## Annual Cadet Summer Cruises Are Underway

The Cadet Practice Squadron, composed of the *Eagle* and *Campbell* left New London 9 June for the "long" summer cruise with cadets of the second and fourth class.

First port of call will be at Oslo, Norway, on 1 July where there will be a 4-day visit. Following the departure from there on 5 July the group will arrive in Copenhagen on the following day. On 11 July the squadron will depart for Teneriffe, Canary Island, for a 2-day visit. The return to New London will be made on 16 August.

The "short cruise" will get underway on 18 August with the cutter *Humboldt* taking part with the *Eagle* and the *Campbell*. Cadets of the first and third class will make this cruise.

Arriving at Bermuda on 28 August, it will leave on 1 September and return to New London on 8 September.

## PBM Crashes on Take-Off Killing 3 Coast Guardsmen

A Coast Guard PBM carrying a crew of 12 crashed into the Straights of Juan de Fuca off the Port Angeles Air Station on 27 May killing three Coast Guardsmen including LTJG R. J. Tomozer, Bernard Moore, AL1, and Blaine Woodard, AL2.

The plane, taking off on a routine flight to Prince Rupert, B. C., faltered and then fell from an altitude of about 200 feet. It broke apart in the water.

Rescue craft from the LB Station at Ediz Hook reached the scene minutes after the crash.



*Continued from page 3*

Presented by CDR J. S. Merriman to Cadet Arnold O. Lively of Abilene, Tex.

Veterans of Foreign Wars Prize—\$100 Savings Bond for standing highest in history and economics. Presented by RADM Harley Cope, USN (Ret), awarded to Cadet Vincent E. Keyes of Brooklyn, N. Y. Final average was 88.786.

National Society, Daughters of American Revolution Prize—\$100 in cash for excellence in Theoretical and Practical Seamanship. Awarded to Cadet Bruce W. Dewing, Kingston, Mass., whose final average was 88.613.

Ladies Auxilliary, Veterans of Foreign Wars Prize—\$100 Savings Bond and presented by Mrs. Joseph H. Hanken to cadet who shows the greatest improvement in class standing for the entire course. Awarded to Robert A. Carlston, Portland, Oreg.

Military Order of Foreign Wars of U. S. Prize—\$50 in cash for proficiency in handling sailing vessels, and awarded to Peter A. Morrill of Melrose, Mass.

Marine Underwriters Prize—a watch for proficiency in Maritime Economics. Presented to John D. Costello, Flushing, N. Y., whose final average was 95.25.

Superintendent's Prize—a silver bowl presented by the Shield Club of Boston. Given by Peter Stengel, president of the Shield Club. For highest personal character. Awarded to Donald G. Ross of Marblehead.

New England Regional Association of the Auxilliary of the Sons of Union Veterans of the Civil War Prize—a watch to the cadet with the highest qualities of military leadership. Presented to Edmond Janczyk of Granby, Conn., by Mrs. Gertrude Peterson, secretary-treasurer of association.

## About the Districts

Second District announces the promotion of SK1 Ralph E. Baumann to Chief during June. Baumann is one of the many Coast Guardsmen who after a short tour of civilian life following mobilization in 1946 reenlisted in the service.

## Books About the Wakefield and W. L. Capps Available

Officers and men alike who served sometime during World War II aboard the USS *Wakefield* (AP-21) and the USS *Admiral W. L. Capps* (AP. 121) will relive many of the experiences aboard these vessels when they read the illustrated history of two Coast Guard manned Navy ships now available from Headquarters.

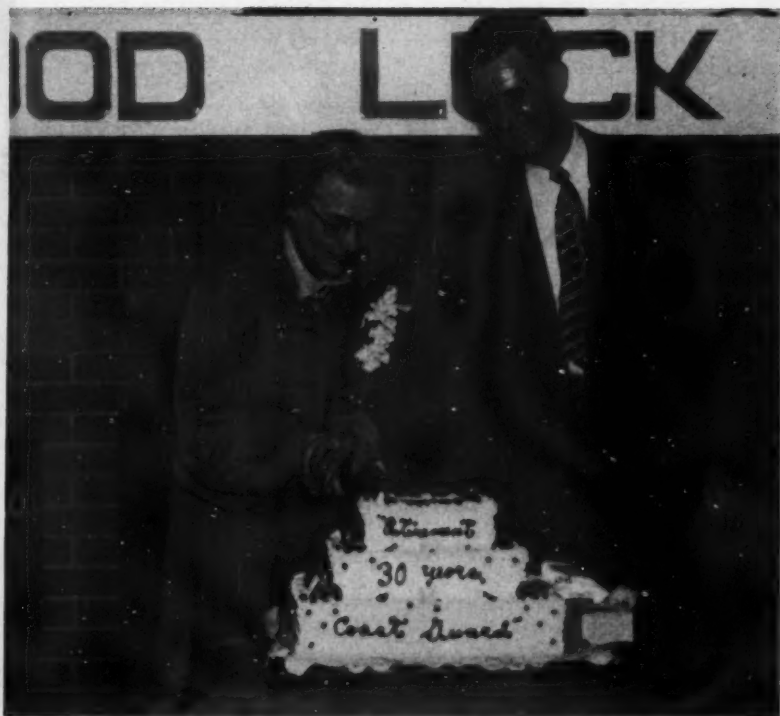
The "War Cruise History" of the *Wakefield*, a ship whose primary mission was to "provide safe and expeditious overseas transportation for personnel and material between established ports and bases," is an unusually, attractive hard-backed 64-page book about a ship that crossed the Atlantic forty-four times and the Pacific twice.

It is divided into the following contents: (1) The U. S. Coast Guard, (2) USS *Wakefield* Commanding Officers, (3) Wakefield Memorial Mansion, (4) Life of the SS *Manhattan*, (5) History of USS *Wakefield*, (6) The New USS *Wakefield* and (7) Chronology of *Manhattan-Wakefield*.

Prefaced as "a pictorial history of the Coast Guard manned Navy transport USS *W. L. Capps* printed for the men who served aboard her in the hope that when many years have passed and the memories of World War II are dimmed by the living present, this book will bring a touch of nostalgia and a remembrance of the warm comradeship formed during those trying years," and dedicated to CAPT Niels S. Haugen, the story of the wartime life of the *Capps* in words and pictures will find eager readers among its ex-crew members.

In the back of the book is an alphabetical list of officers and men with the latter grouped in divisions according to rating, time served aboard and home town.

Both volumes may be secured from Headquarters by persons who served on the vessels, or by units wishing a copy for their library or day room, if requests are made of the Commandant (PS) by letter.



**RECENT RETIREMENTS OF INTEREST**—Above—Chief Pay Clerk Edward H. Dunlap and Mrs. Dunlap cut a cake presented to them upon the occasion of his retirement on 31 March after 30 years of military service. Scene is at the Traverse City Air Station. Below—William J. Blanchard, CSC, attached to the CGC *Androscoggin* at Miami, is congratulated on his retirement by CAPT Ned W. Sprow while to the right the Ulse brothers, MMC Lewis and ENC William, are shown upon their retirement 31 May after 56 years of total service. They were both at the Rockaway LB Station at the time of retirement.





## 1952 Pacific Coast and Islands Light List Ready

The new editions of Aids to Navigation for the Pacific Coast and Islands will be listed in six volumes, and in the following order:

Volume I—11th Coast Guard District—from Mexican Border to Point Arguello, Calif. Price 50 cents.

Volume III—13th Coast Guard District—St. George Reef, Calif., to Alaska. Price 70 cents.

Volume IV—17th Coast Guard District—Alaska. Price 60 cents.

Volume V—14th Coast Guard District—Hawaiian and Pacific Islands. Price 40 cents.

Volume I-V (Combined) List of Lights and Other Marine Aids, covering the Pacific Coast and Islands. Price \$1.50.

Changes in the new lists will be found by lighted and unlighted aids appearing together in their geographic order with data concerning each appearing on the same page. In size they will resemble the new Coast Pilots, or measuring about 7 by 10 inches.

These lists are available for distribution now. Copies may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., and from sales agents listed in Weekly Notice to Mariners Part I, No. 14, dated 4 April 1952.

## Three Generations All Serve Until Retirement

Another in the long line of Harris' in the Coast Guard retired from the service last month when BMC Thomas J. Harris, CO of the Kill Devil Hill LB station, decided that his next career will be that of a fishing boat pilot.

Of especial interest about his retirement, is the fact that he is the third generation of the family to serve in the Coast Guard, and before that the Lifesaving Service, until eventual retirement. At the present time, Chief Harris has three nephews on active duty in the service.

## Courtesy Inspections May Reach New Record for Year

Safety inspection of small craft by Coast Guard Auxiliary Courtesy Motorboat Examiners may reach a new high this boating season.

By the end of May, with the boating season barely underway in all but three Districts, 1,698 Auxiliaries had been qualified and issued special 1952 Courtesy Examiners' I. D. cards by Headquarters.

The Courtesy Examination program, an extension in 1946 of the Auxiliary's own annual member vessel inspection procedure, is based on a dockside check of equipment required by the Motorboat Regulations and other gear considered essential to safe cruising—at the request of the boat owner.

Boats which meet the voluntary test are issued CG Auxiliary windshield decalcomanias, which are honored by regular CG boarding parties on the waterways.

As of 31 May, in advance of "Operation Safety" type promotions scheduled in most Districts, 4,732 boats had been issued the Auxiliary's 1952 decal. Auxiliaries examined and passed 19,368 boats in 1951.

Auxiliary facilities include 6,961 small boats, 401 private aircraft and 229 amateur "ham" radio stations.

## Fifth District Claims First Auxiliary Air Squadron

According to a letter to the Editor from CDR C. M. Speight, USCG (Ret), Squadron A-11, U. S. Coast Guard Auxiliary, an aircraft squadron, at Glen Burnie, Md., was established on 12 May 1951.

In May's issue of the BULLETIN, the Second District was given a "first" for the establishment of an auxiliary aircraft squadron.

Squadron A-11 had fourteen charter members with a total of 11 aircraft facilities. Today's membership is 19 with 14 facilities.



**AN INTERIOR VIEW OF THE NEW COAST GUARD MEMORIAL CHAPEL** which was dedicated 6 June on the Coast Guard Academy grounds at New London, Conn. The site is on a hill, the highest point in New London, overlooking the Thames River and is already a local landmark. At nighttime a lantern from the Coast Guard lighthouse at Huron, Ohio, casts its friendly light.

## **Storis Replaces Northwind For Bering Sea Patrol**

Taking the place of the CGC *Northwind* for the job, the CGC *Storis* sailed 30 May for the annual Bering Sea Patrol.

The cutter, patrolling for 4 months, will make calls along Alaska's western and northern shores, at the Pribilof and Aleutian Islands.

The Rev. Bernard R. Hubbard, the "Glacier Priest," is an interesting passenger during this trip. He is well known for his illustrated lectures on Alaskan life.

Purpose of the summer patrol is to supply Coast Guard stations, provide medical and dental care for natives, and act as a floating court with jurisdiction over local cases.

However, the latter duty has not func-

tioned for the last 2 years due to the improved travel conditions in the Alaskan country and other northern localities thereby allowing complainants to take their cases to inland courts.

## **"Walk East on Beacon" Contains CG Scenes**

"Walk East on Beacon," a feature motion picture mostly concerning the Federal Bureau of Investigation's activities directed toward eliminating subversive practices, will be of considerable interest to all Coast Guardsmen because of the many scenes in the picture of service activities.

During the production of the film the Coast Guard gave full cooperation to the FBI for these local scenes of the film.

The picture now is being nationally released and exhibited.

## Naval Institute Announces Enlisted Men Essay Contest

A prize essay contest open to all enlisted men and women of the Coast Guard, Navy and Marine Corps has been announced by the U. S. Naval Institute of Annapolis, Md.

For the best essay submitted on any subject pertaining to the navy profession in the judgment of the Board of Control, the Institute will award prizes of not less than \$300 and of not more than \$700, a gold medal, and a life membership in the Institute.

In case the prize is awarded to a previous winner of either the Institute's General Prize Essay Contest or the Enlisted Prize Essay Contest, a gold clasp suitably engraved will be given in lieu of the medal, and the commuted value of the life membership in lieu of the life membership.

Aside from the award of the "Prize," one or more essays may receive an "Honorable Mention" if of sufficient merit to justify such an award. Such essays shall be awarded by compensation decided by the Board of Controls, but a life membership may not be given.

Should no essay merit the "Prize" or an "Honorable Mention," the best essay in that instance may receive a "Special Award" instead.

Rules of the contest are as follows:

- (1) Essays should not exceed 8,000 words.
- (2) Essays must be received by the Secretary-Treasurer, U. S. Naval Institute, Annapolis, Md., on or before August 1, 1952.
- (3) The name of the competitor or writer shall not appear on the essay, and each essay must have a motto in addition to the title. This motto shall appear on the title page of the essay, on the outside of a sealed envelope containing identification of the competitor, and above the name and address of the competitor inside the envelope containing this identification. This enve-

lope will not be opened until the board has made the awards. Essays and identifying envelopes must be mailed in a large sealed enclosure marked "Enlisted Prize Essay Contest."

- (4) All awards will be made by the Board of Controls, voting by ballot and without knowledge of the names of the competitors.
- (5) Following the September meeting of the board and as soon as possible thereafter the awards will be made known and presented to the successful competitors.
- (6) All essays must be typewritten, double-spaced, on paper approximately  $8\frac{1}{2}$  by 11 inches, and must be submitted in triplicate, each copy complete in itself.
- (7) Essays awarded the "Prize," "Honorable Mention," or "Special Award" are for publication in the Naval Institute *Proceedings*. Essays not awarded a prize may be published at the discretion of the Board of Control, and the writers of such essays shall be compensated at the rate established for articles not submitted in competition.

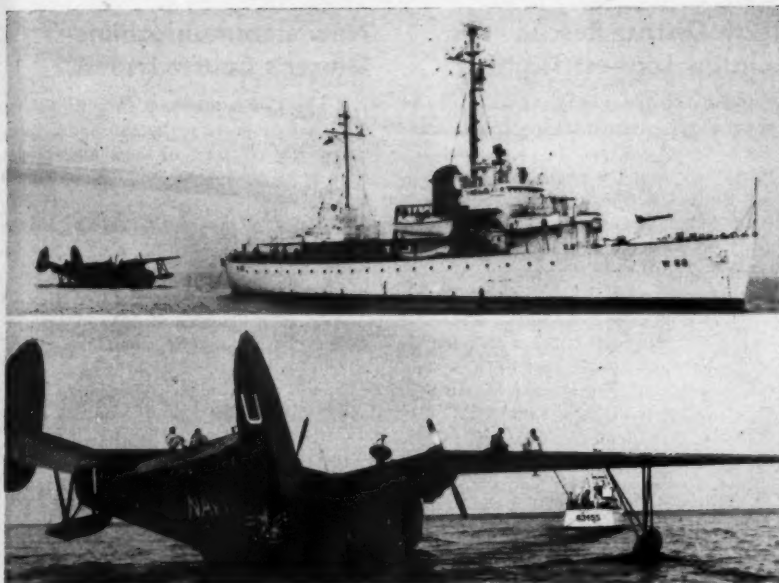
The Naval Institute, founded in 1873, is a nonofficial though Department of Navy sanctioned organization devoted to the advancement of professional, literary, and scientific knowledge in the Navy. RADM James A. Hirshfield is the Coast Guard member of the Board of Control.

### Two New Institute Courses

The Coast Guard Institute announces that two more training courses, Chief Engineman and Gunner's Mate First, have been revised and are available for distribution.

The ENC course includes lessons on precision measurements, diesel engines, governor maintenance and machine tool operation.

There are 19 lessons in the GMI course including electronics, gun fire control systems Mark 57 and radar.



**TOWLINES FROM THE CGC "ANDROSCOGGIN" AND THE CG "83455"** lend a hand to a Navy PBM which, while flying north from Cuba toward Miami lost the use of its port engine and landed at sea about 60 miles from Miami. Prompt action by the CG Rescue Control Center at Miami diverted a CG PBV from routine patrol and directed the *Androscoggin* to proceed to the scene. Within 5 hours after the PBM had landed the cutter was alongside and sending food over to the 24 men aboard it. Passengers were removed, a towline placed, and the cutter started the slow trip to Miami. Next morning the *Androscoggin* rendezvoused with the CG 83455 and the CG 38796, passed the towline to the 83-footer while the picket boat removed some passengers. Nearing the shallow waters of the Dinner Key, the tow was passed to a 36-foot picket boat which pulled the PBM to the Air Station at Miami. Thus in the space of 21 hours the downed plane had been taken from a helpless position to safety ashore.

## Cape May Receiving Center Has Full Armed Force Day

The Cape May Receiving Center had a full participation in this year's Armed Forces Day with a heavy schedule of events occurring from 1300 to 1800. "Open house" on the reservation extended for those hours and found some 313 visitors present.

The day began with a Regimental Review at 1300 witnessed by prominent civic officials of Cape May as well as the general public. Following the review, Mayor Samuel Eldredge of Cape May and CAPT Miles H. Imlay addressed the assembly.

A pulling boat race then took place with

boat crews made up from recruit companies. Company A-14 finished in first place. Many of the visitors went aboard the CGC *Gentian*, moored at the Center, and open to the public. At 1500 a baseball game was played with the Lakehurst Naval Air Station.

From 1400 to 1800 movies of various phases and activities of the Coast Guard and other branches of the armed services were shown continuously.

During May a total of 143 airline pilots and crew members, plus 178 Air Force pilots and crew members, received indoctrination in Ocean Survival and Ditching procedures conducted by the Third District.

## 12th District Rescue Claims Longest Flight

What is believed to be the longest—674 nautical miles round trip—CG helicopter rescue flight took place last spring when a HO4S flew from the South San Francisco Air Station to the banks of the Chetco River in southern Oregon some 337 miles away to pick up a fisherman who had become critically ill with a thyroid condition.

The HO4S was required to make the rescue when persons afoot were stopped by 20 miles of rough, mountainous and wooded country. That portion of the Chetco River is inaccessible by boat.

Unable to walk and stranded for 3 days, the sick man and his companions were pulled across the river by a one-man life raft.

So confined was the spot that the HO4S's tail stuck out over the river to avoid large boulders during the rescue operations.

## Furlough Railway Travel Rates Extended a Year

For another year at least, servicemen in uniform, if at their own expense, may travel on railroads at the furlough rate of 2.025 cents per mile round-trip, which represents a savings of up to a cent a mile over standard rates. This announcement came from the Association of American railroads which extended the courtesy to June 30, 1953.

It should be remembered that the reduced fare is good in coaches only. Moreover, should a passenger wish to redeem the return portion of his round-trip furlough passage, he will receive a redemption only at the rate of a one-way standard fare price.

The Alameda Training Station during May contributed 420 pints of blood to the Red Cross Blood Donor Program for the Armed Forces. The total now stands at 2,731 pints donated by the station since last October.

## New Communications Officer's Course Issued

A new Communication Officer's Course designed to provide the minimum basic knowledge required of such officers has just been issued by the Coast Guard Institute.

The course in preparation for a year replaces the old OPCOM course that became obsolete in 1949 because of the many changes in operating procedures.

It is recommended for all junior line officers, including warrant officers, assigned to, or anticipating assignment to communication duties. The course is also available to RMCs who have completed the Institute course for RMC.

Covering all phases of CG and Navy communications in eight lessons, the course is organized as follows:

**INTRODUCTION**—Rank and Command, Duties of the Communications Officer, Comparison of Navy and CG Systems, Shipboard Communication Organization.

**JOINT COMMUNICATION INSTRUCTIONS**—Call Signs, Message Forms and Preparation, Radiotelegraph Procedure.

**RADIOTELEPHONE OPERATION AND PROCEDURES**—Visual Signals and Procedures, International Signals and Procedures.

**COMMERCIAL OPERATION AND PROCEDURES**—Class-D and E Traffic, Abstracting.

**DISTRESS COMMUNICATIONS**—Mobile Radio Stations, Disaster Relief Organizations and Communications, Forms, and Reports.

**THE COAST GUARD SHORE COMMUNICATION ORGANIZATION**—The SAR Center, Communications Centers, NTX, TWPL, Primary and Secondary Radio Stations, Movement Reporting.

**SECURITY IN GENERAL**—Crypto Security, Physical Security, Transmission Security, Duties of the Custodian.

**TRANSMITTERS**—Radio Wave Propagation, Antennas, Receivers, The Electronics Officer, Safety in Electrical Work.

**\$75 in Bonds Gets You \$100 in Cash. How Secure Is Your Financial Future?**





**APPEARING AS A GREAT INSECT**, one of the new Coast Guard HTL helicopters is caught by the cameraman as it makes a routine port security flight along the New York City waterfront. Two such rotary-winged aircraft are based at the Air Station at Floyd Bennett Field.

## 65 USNR Aviators Are Commissioned in USCGR

In order to man the Coast Guard Aviation Reserve program, 65 Naval Reserve aviators have been offered, and have accepted, commissions in the Coast Guard Reserve.

Commissioned with the same rank and date of rank held in the Naval Reserve, all 65 aviators were on active duty with the new service by 1 June.

Inasmuch as many of the pilots had done little or no flying since 1946, training programs at the air stations where they were assigned have been developed and put into effect in order that the men qualify to assume operational responsibilities as soon as possible.

Initial deployment of the pilots was as follows: Salem Air Station, 8; Brooklyn, 8; Elizabeth City, 11; Miami, 4; St. Petersburg, 5; San Diego, 11; San Francisco, 8; Port Angeles, 8; and Traverse City, 2.

## 1951 NSLI Dividend Payments Near Completion

Payments of 1951 NSLI dividends to service personnel have been delayed but final payments are now expected to be made by the end of July according to the latest Veterans Administration comment.

The flow of these dividends will be speeded if policyholders do not write the VA for information concerning them until after July, as such inquiries generally add to the workload of the bureau.

The delay has been occasioned by the increased work placed on bureau personnel following the Servicemen's Indemnity and Insurance Acts of 1951 and the necessity of withholding dividend payments to active personnel while deciding if the premiums on their straight life policies had been waived.

Total sales of scrap metal at the Cape May Receiving Center amounted to 122 tons by 1 June.

## Commandant Asks for Vegetation Control Reports

Rank growth of weeds are a continual source of trouble to visibility of minor aids to navigation. This unwanted though persistent vegetation is receiving various kinds of treatment by the districts.

In the Twelfth, one of the new chemical controls has been used at the suggestion of a civilian employee. The result was a considerable saving of man-hours and vessel time.

Treatments range from selective weed killers such as ammonium sulfamate, 2-4-D, and 2-4-5-T to nonselective materials of varying degrees of permanence such as portable flame throwers, the use of sodium chlorate, borax, and sodium chloride.

Hazards in the use of these materials may often cause an expensive result. Consideration must be given to the toxic effect upon persons and animals, the partial destruction of soil fertility and other consequential damage result from certain treatments.

The Commandant has announced plans to investigate the entire subject matter of vegetation control with the viewpoint of assembling authoritative information relating to specific Coast Guard problems and the possible standardization of materials, equipment and methods found to be most useful in meeting such problems.

Thus reports of weed or vegetation control by districts is wanted by Headquarters together with comments as to efficacy of such control. Later a collation of recommendation, will be made and a consolidated report issued.

## Novel Gunnery Exercise

Recently the USCGC *Bering Strait* used a novel means of simulating the conditions of an approaching aircraft for its antiaircraft gunnery exercise when cans of ice were used as balloon anchors.

After the balloons were dropped with the ice the ship ran downwind from them.

About 4 minutes later, or when the ice

had melted, the balloons were released as they approached the ship. A high rate of change of position angle resulted so that the simulated condition of an approaching aircraft was carried out to a high degree.

## \$197,998 Tax Fraud Prevented by Helicopter Use

Approximately \$197,998 of tax fraud was prevented through the 90-day use of a Coast Guard helicopter by the Alcohol and Tobacco Tax Division of the Atlanta, Ga., office of the Bureau of Internal Revenue. This was stated recently in a letter to VADM Merlin O'Neill, Commandant of the Coast Guard, from Deputy Commissioner Dwight E. Avis of the Treasury Department.

Expressing the appreciation of the Division for the cooperation of the Coast Guard in allowing the use of the helicopter for observation purposes in connection with locating the sites of illicit distilleries, Mr. Avis stated further that 145 stills had been seized.

Other interesting figures quoted in the letter are as follows: 180,500 gallons of mash and 801 gallons of spirits seized, 4 vehicles seized and 12 persons arrested. This was all accomplished by way of 255½ flying hours.

The Coast Guard Yard at Curtis Bay disposed of 177,850 pounds of scrap iron and steel during April.

The Coast Guard Yard began a Safety Goggle Program during April and issued 785 pairs of safety goggles.

Employees at the Coast Guard Yard contributed \$1,154.16 during the recent annual Red Cross fund-raising campaign.

The *Model Railroader* magazine for June carried a photograph and short story on the HO model railroad layout made in portable style by LTJG Donald J. Evans.

**Buy More Bonds Now**





HERE FIFTH DISTRICT RESERVE RECRUITS are being given a conducted tour of a buoy-tender by an active duty Reservist just before their enlistment for training in an Organized Reserve unit.

### Captain Knudsen Assigned To Head Reserve Division

CAPT George A. Knudsen will report to Headquarters in August as Chief of the Reserve Division, relieving CAPT John L. Steinmetz, who will go to Boston to be Chief of the Operations Division in the office of the Commander, First Coast Guard District.

The new Reserve chief comes to Headquarters following a 2-year tour of duty as commanding officer of the USCGC *Minnetonka*, based at Long Beach, Calif.

The next 2 months will also see two important changes in the Reserve organization at the district level. About 18 August CDR Richard F. Rea, who has commanded the *Absecon*, based at Norfolk, will relieve CDR Evor S. Kerr, Jr., as Director of Reserve in the Ninth District. CDR Kerr has been assigned to the Naval War College at Newport.

### Cape May, Alameda, Again Train Reserve Recruits

Programs of 2 weeks recruit training for new members of the Organized Reserve began at both Cape May and Alameda 6 July. Both schools will follow the general pattern established last year when the first recruits in the Organized Units were trained.

At Cape May a new class of 50 will convene each week until all recruits in the First, Second, Fifth, Seventh, and Ninth Districts have been trained. At Alameda 40 recruits from the Eleventh, Twelfth, and Thirteenth Districts will be assigned for each 2 weeks' period.

At New Orleans the Reserve school giving 2 weeks' active duty training reconvened 13 July after a recess of 2 weeks. Personnel assigned to this school are ORTUPS trainees from the Second, Third, Seventh, Eighth, and Ninth Districts who

were unable to attend the Port Security 2 weeks' training given in May and June of this year. This program will close on 9 August.

## Plan Spar Training Similar to Navy ROC

The first training program for SPAR officer candidates since the summer of 1945 will be inaugurated sometime this fall, it was announced by the Commandant recently.

The new program, through which it is planned to train about 150 young women in fiscal year 1953, will be similar in general to the Navy ROC (W). This program involves giving young college women Reserve training concurrently with their last 2 years of college work.

The group of SPAR officer candidates will be selected from undergraduates in colleges and universities throughout the country. During their last 2 years in college they will participate in Coast Guard training as members of organized or volunteer units if possible and during two summer vacations will be called to active duty for training for periods of 6 weeks.

If possible, the summer training session will take place at New London, maintaining the tradition of training SPAR officers at the Coast Guard Academy. The SPARs are proud of this distinction for which they are unique among women in the Armed Forces. It is probable that in this instance they will be quartered off the Academy grounds but will use Academy classrooms and other facilities. Present plans provide for recall of a few SPAR officers to active duty as administrative and training officers for the summer program.

Preparations are being made to begin procurement of candidates with the opening of the colleges this fall. In fiscal year 1954 and thereafter, it is expected that both beginning and advanced classes will be operating.

## Auxiliarists Cited For Reserve Recruiting

Four district Coast Guard Auxiliary organizations recently received letters of appreciation for the vigorous and highly successful cooperation that Auxiliarists have rendered in the current Reserve recruiting campaign.

During the period 1 January to 31 May of this year, Auxiliary members were directly responsible for recruiting 126 members for Organized Reserve Training Units.

## VTU's Hold Conference To Coordinate Training

Proposed training plans and the coordination of projects among the several units were discussed when Volunteer Training Units in the Washington area met recently with the Fifth District Reserve Director, LCDR Edward G. Cardwell.

"Conferences of Volunteer Training Unit officers with the District Reserve Director are proving their value in building esprit de corps among the Volunteer Units and in developing training programs which are geared both to the needs of the Coast Guard and to the specialties of the individual groups," according to CDR H. E. Abbott, Assistant Chief of the Reserve Division at Headquarters. CDR Abbott, with LCDR F. R. Ketcham and LTJG Jane Taft, represented Headquarters at the conference.

In the past quarter the Washington units selected a single training project, the hypothetical recommissioning of a destroyer escort. Each of the four units, engineering, legal, pay and supply, and composite studied phases of the project appropriate to its specialty. At the conference it was decided to continue this coordination, and the activation of a new shore unit was selected as the project.

Officers attending from the four units were: CAPT K. S. Harrison, CAPT E. C. Nussear, CDR T. L. Husseilton, CDR J. J. King, LT G. B. Kefover and LTJG K. E. Krumke, Jr.

## Aids to Navigation Training Authorized

Aids to Navigation training for Volunteer Units has been added to the Reserve Training program. For the present the training will have to be conducted on a volunteer basis until a later time when funds will permit converting to organized status.

A recent Reserve Memorandum authorizes and encourages the establishment of Volunteer Reserve Training Units for Aids to Navigation training wherever suitable Coast Guard facilities exist. Buoy shops and depots are designated as suitable facilities.

Plans for Reserve training call for the establishment of 10 Organized Reserve Training Units, Aids to Navigation in fiscal 1954, to be increased to 20 units by fiscal 1956. Cities now considered as possible sites for such units are Boston; Portland, Maine; St. Louis; New York; New London; Gloucester, N. J.; Baltimore; Portsmouth, Va.; St. Petersburg, Fla.; Galveston; New Orleans; Mobile; Milwaukee; Buffalo; Detroit; Long Beach, Calif.; San Diego; San Francisco; Seattle; and Astoria, Oreg.

For VTU's, 10 members, of which 2 shall be officers, are the required minimum.

Special courses in Aids to Navigation and Instructor Training will be given to officers and petty officers, and instructional materials for the units will be furnished from Headquarters.

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"Anyone who has stood on the bridge of a ship and seen the sea and sky meet has had thoughts of God."—*Janet Lord Roper.*

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The Miami Air Station recently received its first to two Grumman Albatross amphibians scheduled for assignment there. They will enter the SAR program.

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The Cape May Receiving Center varsity baseball team has played six league games in the Fourth Naval District Baseball League winning five and losing one.

## VTU's Celebrate "Commissioning" of DE

The Washington, D. C., Volunteer Training Units gave a "commissioning" party 30 June to celebrate the completion of their training project which was the reactivation of a hypothetical destroyer escort.

Original plans for the occasion called for a visit aboard an actual DE at the Naval Gun Factory, but when a ship of that class was not available, USS *Trigger*, new Navy submarine, was substituted. After touring the *Trigger*, the Volunteer Training Unit members were joined by their wives and other guests in the Commissioned Officers' Mess at the Gun Factory for cocktails and dinner.

Honored guests for the occasion were: the Commandant, the Assistant Commandant, RADM J. A. Hirshfield, Chief, Office of Personnel, CAPT J. L. Steinmetz, Chief, Reserve Division, and LCDR E. G. Cardwell, Fifth District Director of Reserve.

Commanding Officers of the four Volunteer Training Units who participated in the training project are CAPT Kenneth S. Harrison, Legal Unit, CDR John King, Engineering Unit, CAPT Edmund Nussner, Pay and Supply Unit, and CDR Thomas L. Hesselton, Composite Unit.

While in this country for 3 months to study aids to navigation, Abdul Salam Allaway, superintendent of the directorate of General Navigation of Iraq, visited Second District Headquarters at St. Louis, the Training Station at Groton, Conn., and Headquarters in Washington. Mr. Abdul-Salam Allaway was in the United States under a United Nations fellowship.

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## What Part of Your Pay Are You Saving?

**Buy Savings Bonds Now!**

## "For Meritorious Performance of Duty"—

*The Commandant has awarded the Commendation Ribbon to:*

LCDR WARREN CHARLES MITCHELL—" . . . On 14 October 1950, while voluntarily serving as pilot of a Coast Guard plane engaged in assisting the pilot of a Pan American plane en route from Prestwick, Scotland, to Gander, Newfoundland, with 53 passengers aboard and with the Nos. 3 and 4 engines feathered. Adverse weather conditions prevailed throughout the Gander area and the Pan American pilot was confronted with the decision of making an instrument landing on two engines, or a ditching off the Newfoundland coast. Lack of fuel and the improbability of executing a successful wave-off prevented him from attempting both. Taking off in weather of near instrument minimum, LCDR (then Lieutenant) Mitchell proceeded toward Gander and, by his expert airmanship, skillfully reconnoitered the weather and reported the improving conditions and the possibility of a visual let-down at the airfield direct to the Pan American pilot. As a result of this accurate and timely information, the Pan American pilot was able to make a safe landing at Gander, thereby averting a ditching with probable loss of life. LCDR Mitchell's initiative, sound judgment, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

EUGENE JOHN BATKIEWICZ, AD3—" . . . On 4 September 1951, while serving as a crew member aboard a Coast Guard helicopter engaged in rendering assistance to an Air Force pilot whose plane had collided with another plane in midair off the coast of Newburyport, Mass. As the pilot bailed out of his damaged plane and drifted toward the ocean, the helicopter's emergency flotation gear was inflated and the helicopter landed in the water near the pilot. Seeing that the Air Force pilot was helpless, the Coast Guard pilot dove into the water to effect the rescue. Meanwhile, the helicopter was drifting downwind and Batkiewicz, displaying outstanding skill, took over the controls and maneuvered the helicopter back to the two men, where he assisted in bringing both aboard. Batkiewicz's initiative, courage, and unwavering devotion to duty were in the highest traditions of the United States Coast Guard."

### **Letters of Commendation**

Presented for outstanding performance of duty to: MARONEY, Richard E. BM3 (P); SANDSMARK, James M. SN and WOOD, Charles E., ENC (L).

While the above three men were serving on 8 September 1951, as crew members aboard the CG Motor Lifeboat 36409, on patrol in Great Egg Inlet, a capsized party boat, the *Moonlight*, was sighted. Arriving at the scene, five men were found to have been thrown into the rough seas. These were brought aboard the lifeboat. Then Sandsmark swam with a line to the *Moonlight* secured it, and the stricken vessel was taken in tow. Shortly thereafter the vessel righted and a man was seen in the wheelhouse. Sandsmark swam over to the vessel, placed a lifejacket about the man when they were both pulled to safety. Yet another man was discovered floating face down in the water. Again Sandsmark swam out this time to secure a line around the body so it could be taken aboard the lifeboat. Following this the CG 36409 cast off the tow in order to transfer the five survivors and boy to another Coast Guard vessel. Returning to the *Moonlight* the CG 36409 resumed the tow and the stricken vessel capsized again, this time shearing off its cabin. Then, as the two vessels were

crossing the bar, the tow line parted and operations were suspended until the following day due to darkness.

To LT William G. Fenlon:

While serving as aircraft commander of a Coast Guard plane on 18 August 1951, LT Fenlon landed his plane in the open sea amid swells of from 6 to 10 feet to remove an injured man from a fishing vessel. After directing the transfer of the patient from the ship's boat to the plane by means of a raft, he made a successful JATO take-off so that the patient was later transported to shore for hospitalization.

To BOSN Floyd C. Reams:

On 18 February 1952, while serving aboard the USCGC *Legare* while that vessel was engaged in the search for a missing fishing vessel, in the vicinity of Nantucket Light Vessel, it was discovered that the gale winds had knocked the cradles from under the *Legare's* motor launch. This caused the launch to swing against the deck house with great danger to the ship. With the aid of two volunteers, BOSN Reams went aft through decks awash with water that sometimes covered him and succeeded in cutting loose both falls so that no further damage was done. His timely actions in so disregarding the danger of being washed overboard, greatly contributed to saving the ship.

The Letters of Commendation from the Commandant, citing the outstanding performances, state that by such meritorious service the highest traditions of the Coast Guard have been upheld.

## In the Line of Duty . . . .

APRIL 23, 1952.

UNITED STATES COAST GUARD,

*Federal Building, Sioux City, Iowa.*

GENTLEMEN: I wish to thank your office for the very able assistance rendered to our community during the recent flood, namely, the evacuation of several families by helicopter.

The people of Sloan and the surrounding area will long remember this very needed assistance given to us.

Yours very truly,

(s) REX FOUNTAIN,

*Mayor, Town of Sloan, Iowa.*

APRIL 13, 1952.

U. S. COAST GUARD STATION,

*Port Isabel, Tex.*

GENTLEMEN: I wish to take this opportunity to express my appreciation for the services rendered in the recent rescue work of the Snapper Boat, *Florida*, and especially for the courtesy shown to Mrs. Weed at a time when she was sorely in need of help.

While the service to the boat and crew may have been "in line of duty" the consideration shown my wife could come only from the hearts of men with true feeling and understanding of emotions of people in trouble. The aid given by the law enforcement officers of this county in establishing telephone contact should not be overlooked either.

At the risk of sounding ex-Navy, let me say, "Well done, gentlemen, well done!"

Sincerely,

(s) C. WEED,

*Standard Coffee Company, Inc., New Orleans, La.*



## Historical Supplement . . .

(Reprints from "THEY HAVE TO GO OUT")

### World War I, 1917-18

Following the passage of this act and during the tense days immediately prior to our entrance into World War I, arrangements were made for the integration of the newly created Coast Guard with the Navy in the event of hostilities. Then on the morning of April 6, 1917, a dispatch was sent to each unit of the Coast Guard, stating succinctly, "Plan One, Acknowledge." This meant we were at war. At war with Germany the Coast Guard went into action. The Navy was thereby augmented by fifteen cruising cutters, over 200 commissioned officers and nearly 5,000 warrant officers and enlisted men. Coast Guardsmen were entrusted not only with the hunting of submarines and raiders, but with guarding troop transports. Of 138 commissioned line officers, 24 commanded combatant ships of the Navy in the European war zone, 5 commanded combatant ships attached to the American Patrol detachment in the Caribbean, and 23 commanded combatant ships attached to naval districts. Five were in charge of large training camps and six were in aviation with two of these commanding air stations.

Squadron 2, Division 6, of the patrol forces of the Atlantic Fleet was composed of the cutters *Ossipee*, *Seneca*, *Yamacraw*, *Algonquin*, *Manning*, and *Tampa*. These were based at Gibraltar, performing escort duty between that port and the British Isles, as well as the Mediterranean. Other large cutters operated in the vicinity of the Azores, off Nova Scotia, in the Caribbean, and in the coastal waters of the United States.

At 2:45 on the morning of April 28, 1918, the British naval sloop *Cowslip*, out of Gibraltar to meet a convoy escorted by the *Seneca*, was struck and almost broken in two by a torpedo from one of three German submarines bound for the Mediterranean. Warned to stay away, because of the presence of enemy submarines, and despite the tactical doctrine which would have justified the *Seneca* in refusing to risk her own destruction, she followed the laws of her service, and three times stopped to send off small boats in order to take on survivors. These boats manned by Coast Guardsmen, came alongside the *Cowslip*, in the chop and darkness, and succeeded in saving two officers and 79 enlisted men.

Again on September 16, 1918, the British collier *Wellington*, one of a convoy being escorted by the *Seneca* to Gibraltar, was hit by a torpedo, her forefoot being blown away and her No. 1 hold flooded. Her crew, anticipating another attack, abandoned the ship though she was still afloat, and declined to return on board. The *Seneca's* men, accustomed to taking chances and impressed with the urgency of keeping the bridge of ships intact, volunteered to board the torpedoed vessel and try to bring her to port. The *Seneca's* navigation officer, a warrant machinist, and 18 others, most of them petty officers, were chosen for the task. They were joined by 14 of the *Wellington's* crew, including 2 mates and her master, who said he could not see others doing the duty which was his, but refused the offer of command and was so assigned as first officer. After some minor repairs, the *Wellington* got up steam and headed for Brest, making a good 7 knots. The men were never off duty, some standing continuous watches. In the meantime, the destroyer *Warrington* had been dispatched to the aid of the collier. The *Wellington* persisted in coming head up to a rising sea, refusing to steer to leeward, and her condition made it impossible to rig a sea anchor

or let down her chain cables. Ingenuity and courage were of no avail, and the collier shipped water, commencing to settle at the head. As the gale increased it became apparent that the ship could not be saved. The only lifeboat, with seven of the *Wellington's* crew and one Coast Guardsman, ordered into it to hook forward, drifted away when someone cut the stern painter, and the seamen were unable to pull back. At 0400, all aboard the *Wellington* abandoned ship as she sank, the lucky ones clinging to life rafts they themselves had made, until dawn. The *Warrington* picked up the men in the lifeboat, but could not lower boats in the storm, and stood by until daybreak. Then, by the use of lines, she picked up 15 men, of whom 8 were Coast Guardsmen. Eleven of the *Seneca's* complement, including the machinist and gunner's mate of the Navy on the temporary assignment, were lost, as were 5 of the collier's crew. Of this exploit the British Admiralty said, "Seldom in the annals of the sea, has there been exhibited such self-abnegation, such cool courage and such unflinching diligence in the face of almost unsurmountable difficulties. America is to be congratulated."

On the stormy night of September 26, 1918, the cutter *Tampa*, bound for Milford Haven, after having escorted a convoy to Gibraltar, disappeared with a loud explosion, leaving no trace other than some floating wreckage. It is believed that she was torpedoed by a German submarine. Two bodies, clad in naval uniform, were found, but these were never identified. One hundred and fifteen men died that night, 111 of them Coast Guardsmen and 4 of the Navy. The Coast Guardsmen suffered the greatest loss in proportion to its strength of any of the armed services in World War I.

The Bulletin is published each month by the Public Information Division, United States Coast Guard Headquarters. Its purpose is to disseminate general information to the Service and service-connected activities. Wide circulation is desirable, but due to the limited number of copies available, distribution is necessarily restricted.

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